

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

15 February 1996

AM 10:00 CONVENE, 441 F Street, N.W., Washington, D.C. 20001

I. ADMINISTRATION

A. Approval of minutes:

14 December 1995

B. Dates of next meetings:

14 March 1996

18 April 1996

II. SUBMISSIONS AND REVIEWS

A. U.S. Department of State

CFA 15/Feb/96-1, Government of Chile, new
chancery, Lot 11, International Center.
Preliminary design.

B. Smithsonian Institution

CFA 15/Feb/96-2, National Zoological Park,
3001 Connecticut Avenue, N.W. Grasslands
Exhibit: Phase I. Final design.
(Previous: CFA 14/Dec/95-1.)

C. Department of the Treasury

1. CFA 15/Feb/96-3, Bureau of Engraving and
Printing, 14th and C streets, S.W. Long-
range plans, including visitors' center
and renovation of west entrance. Design
development. (Previous: CFA 18/May/95-
3.)
2. CFA 15/Feb/96-4, U.S. Mint, National
Community Service silver dollar. Designs.

II. SUBMISSIONS AND REVIEWS continued, 15 February 1996

C. Department of the Treasury

3. CFA 15/Feb/96-5, U.S. Mint, Ruth and Billy Graham Congressional gold medal. Designs.

D. National Park Service, National Capital Region

CFA 15/Feb/96-6, U.S. Air Force Memorial, Arlington Ridge, Arlington, Virginia. Preliminary design. (Previous: CFA 14/Dec/95-8.)

E. Department of the Army, U.S. Army Corps of Engineers

1. CFA 15/Feb/96-7, National Cemetery, U.S. Soldiers and Airmens Home, North Capitol Street. Vehicle storage building. Design.
2. CFA 15/Feb/96-8, Walter Reed Army Medical Center, Washington, D.C. New guest house facility. Design development. (Previous: CFA 14/Dec/95-3.)

F. Department of the Navy, Chesapeake Division

1. CFA 15/Feb/96-9, Naval Station, Anacostia, Washington, D.C. Honor Guard Bachelors' Quarters. Three new buildings. Design development. (Previous: CFA 14/Dec/95-6.)
2. CFA 15/Feb/96-10, Washington Navy Yard, Washington, D.C. Naval Sea Systems Command Headquarters. Renovation and new construction for relocated facility. Conceptual design.

G. General Services Administration

1. CFA 15/Feb/96-11, Department of the Interior Headquarters Building, 1849 C Street, N.W. Exterior renovation and alterations for new fire stair exits. Design.
2. CFA 15/Feb/96-12, GSA Draft Environmental Impact Statement. Central and West Heating Plants: staff report.

II. SUBMISSIONS AND REVIEWS continued, 15 February 1996

H. U.S. Postal Service

CFA 15/Feb/96-13, "Postal Square" (former City Post Office), First Street and Massachusetts Avenue, N.W. Alterations for restaurant. Design.

I. District of Columbia Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

Appendix I.

2. Old Georgetown Act

a. O.G. 96-16, 1545 Wisconsin Avenue, N.W. Chevy Chase Bank. New building. Conceptual.

b. Appendix II.

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APPENDIX I

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 94-82 HPA. 94-385	1331 Pennsylvania Avenue, N.W. Square 254 Ltd. Part. The Offices at National Place	Alterations to north lobby entrance - revised design - permit

ACTION: Returned without Action. Case has been on HOLD by the request of the architect for further discussion for an extended amount of time. Submit new application and drawings for review when ready.

S.L. 95-47	520 North Capitol Street, N.W. Phoenix Park Hotel	Addition - revised design - permit
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ACTION: No objection to issuance of permit for proposed addition to the Phoenix Park Hotel as shown in supplemental drawings received and dated 7 February 1996. Working drawings conform to recommendation from the Commission. See previous Action (S.L. 95-12).

S.L. 95-63	475 L'Enfant Plaza, S.W. U. S. Postal Service L' Enfant Plaza	Equipment and piping for gas - permit
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ACTION: Recommend AGAINST issuance of permit for proposed new exterior pipe along wall of building. Recommend further study of location of pipe inside the building. No objection to placing new equipment on roof.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 96-05	400 North Capitol Street, N.W. Trammwell Crow Fox Network News	New mechanical unit on roof - conceptual

ACTION: Recommend **AGAINST** concept of a 4'-0" x 9'-0" x 9'-6" tall roof mounted mechanical unit as shown in this location. Recommend further study of alternatives using equipment lower than the bottom line of the cantilevered penthouse screen wall, placing unit behind penthouse screen wall or within existing structure.

S.L. 96-15	2 Massachusetts Avenue, N.W. Crestar Bank	Signs - permit
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ACTION: No objection to issuance of permit for installation of one 1'-3" high sign and one 12" high sign as proposed. Both signs reading "Crestar Bank" are composed of individually pin-mounted, non-illuminated letters.

S.L. 96-16 HPA. 96-80	1965 Calvert Street, N.W. Abdallah Hawa Mama Ayesha's Restaurant	Canopy - permit
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ACTION: Recommend **AGAINST** issuance of permit for proposed canopy, which is inappropriate to this location in the present configuration of the building. Recommend further study of a shed-type awning projecting no more than 4'-0" from face of building. Note: recent alterations to the building do not conform with approved design. See previous Action (S.L. 94-44).

S.L. 96-17	3550 Williamsburg Lane, N.W. Sidney and Jane Harman Residence	Swimming pool, pool house, and retaining walls for parking court - permit
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ACTION: No objection to issuance of permit for proposed swimming pool, pool house and stone retaining walls for parking court.

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APPENDIX I

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 96-18	201 East Capitol Street, S.E.	Awnings over
HPA. 96-93	Trustees of Amherst College	handicapped
	Folger Library	entrance -
		conceptual

ACTION: No objection to concept design of proposed stepped, canvas awnings over handicapped access lift and entrance. Submit working drawings and material sample for review when ready. Note is made of the recent installation of adjacent storage doors which should be stained to match color of existing gates.

15 February 1996

APPENDIX II

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 96-14	1210 28th Street, N.W.	Iron railing,
HPA. 96-34	Alan Gaunoux	brick steps to
	Residence	basement and
		brick wall -
		revised design
		- permit

ACTION: No objection to issuance of permit for proposed alterations to existing areaway which projects onto public space, including revised brick steps to the basement entrance, new brick cheek wall and the addition of a cast iron railing as shown in supplemental drawings received and dated 20 February 1996. (Refer to case O.G. 96-15.)

O.G. 96-15	1212 28th Street, N.W.	Iron railing
HPA. 96-35	Alan Gaunoux	and brick steps
	Residence	to basement
		entrance -
		revised design
		- permit

ACTION: No objection to issuance of permit for proposed alterations to existing areaway which projects onto public space, including revised steps to the basement entrance and areaway cast iron railing as shown in supplemental drawings received and dated 20 February 1996. (Refer to case O.G. 96-14.)

O.G. 96-20	3800 Reservoir Road, N.W.	Three level
HPA. 96-56	Georgetown University	connecting
	Hospital Complex	bridge -
		permit

ACTION: No objection to issuance of permit for proposed three level elevated connection between existing hospital wings.

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APPENDIX II

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 96-21 HPA. 96-57	2722 N Street, N.W. Mr. & Mrs. Terence Collins Residence	Infill between dormers - permit
ACTION: No objection to issuance of permit for proposed dormer infill.		
O.G. 96-22 HPA. 96-58	1073 31st Street, N.W. David Solomon Paper Moon Restaurant	Metal canopy and alterations - permit
ACTION: Recommend <u>AGAINST</u> issuance of permit for proposed work. Neither the proposed canopy supported by columns on public space nor internally illuminated signs are appropriate to the historic district. Decorative embellishment as proposed is not appropriate to this simple one-story commercial structure.		
O.G. 96-26 HPA. 96-62	3319 Dent Place, N.W. M. & M. Kristinus Residence	Alterations to dormers - permit
ACTION: No objection to issuance of permit for proposed alterations of dormer windows from double-hung to casement, as shown in supplemental drawings received and dated 13 February 1996, or to alterations of rear second floor window from casement to French doors with railing.		
O.G. 96-27 HPA. 96-63	3145 Dumbarton Street, N.W. Mr. Hsu Old Forest Bookshop	Awning - permit
ACTION: No objection to issuance of permit for replacement of existing quarter-round awning with shed-type awning designed to extend across both the entrance and adjacent bay window, reading "Old Forest Bookshop" on valance, as shown in supplemental drawings received and dated 13 February 1996.		

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<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 96-29 HPA. 96-73	3011 Dumbarton Street, N.W. Residence	One story infill addition on side yard - conceptual

ACTION: Returned without Action. Proposed work is not visible from public space. Refer to the Historic Preservation Review Board.

O.G. 96-30 HPA. 96-74	3015 M Street, N.W. Hossein Shirvani	Three story rear addition - permit
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ACTION: Recommend **AGAINST** issuance of permit for proposed demolition of alley dwelling and rear portion of historic building for construction of a three-story replacement structure designed to occupy the entire lot. The Commission has gone on record on several occasions in opposition to similar proposals on this site: 1985 (O.G. 85-201) and 1988 (O.G. 88-223). See attached copies of pertinent Transmittal Letters.

O.G. 96-31 HPA. 96-75	3034 M Street, N.W. Silvain Melloul Salon	Alterations and awnings - conceptual
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ACTION: Returned without Action. Case superseded by case no. O.G. 96-35.

O.G. 96-34 HPA. 96-82	1703 32nd Street, N.W. Trustees for Harvard University Dumbarton Oaks Reading Room	Replacement in-kind of window and door glazing - permit
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ACTION: Returned without Action. Proposed work is not visible from public space. Refer to the Historic Preservation Review Board.

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<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 96-35	3034 M Street, N.W.	Alterations
HPA. 96-83	Silvain Melloul Salon	and awnings - permit

ACTION: No objection to issuance of permit for proposed replacement of existing show windows with single sheets of tempered glass. No objection to black polyester awnings with two signs reading "Silvain Melloul" at location of valance as shown. Provide method of masonry paint removal if such a proposal is pursued.

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APPENDIX II

STATUS REPORT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 95-152	3513 N Street, N.W.	Additions, new
HPA. 96-431	Holy Trinity Church	construction and razing - revised concept

STATUS: On HOLD at the request of applicant for future Old Georgetown Board meeting.

O.G. 96-23	1617 29th Street, N.W.	Rear addition
HPA. 96-59	Mackall Square Residence	alterations, brick wall, gazebo and pool - conceptual

STATUS: On HOLD for Old Georgetown Board meeting 5 March 1996 for further discussion with applicant after site inspection.

O.G. 96-33	3122 M Street, N.W.	Alterations to
HPA. 96-79	Betty Telbloff Starbucks Coffee	storefront, banner and signs - permit

STATUS: On HOLD for Old Georgetown Board meeting 5 March 1996 for further discussion with applicant.

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COMMISSION OF FINE ARTS PRE-MEETING TOUR

15 February 1996

CONVENE: 8:00 AM, Pension Building, Suite 312,
441 F Street, N.W., Washington, D.C. 20001

1. Bolling Air Force Base, Bolling Anacostia,
Washington, D.C.
2. Washington Navy Yard, Washington, D.C.
Naval Sea Systems Command.

Members Present: J. Carter Brown, Chairman
Rex Ball
Carolyn Brody
Jeannine Smith Clark
Eden Rafshoon
Harry G. Robinson, III

Staff Present: Donald B. Myer, Asst. Secretary
Jeffrey R. Carson
Jose Martinez-Canino

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MEETING OF THE COMMISSION OF FINE ARTS

15 February 1996

The meeting was convened at 10:15 in the Commission of Fine Arts offices at the Pension Building, 441 F Street, N.W., after a tour of project sites.

Members present: Hon. J. Carter Brown, Chairman
Hon. Harry G. Robinson III, Vice-Chairman
Hon. Rex M. Ball
Hon. Carolyn Brody
Hon. Jeannine Smith Clark
Hon. Eden Rafshoon
Hon. Susan Porter Rose

Staff present: Mr. Charles H. Atherton, Secretary
Mr. Donald B. Myer, Assistant Secretary
Mr. Jeffrey R. Carson
Mrs. Sue Kohler
Mr. José Martínez-Canino

National Capital
Planning Commission
staff present: Mr. Patrick Tribe

I. ADMINISTRATION

A. Approval of minutes of the 14 December 1995 meeting.
The minutes were approved without objection.

B. Dates of next meetings, approved as:

14 March 1996
18 April 1996

II. SUBMISSIONS AND REVIEWS

A. U. S. Department of State

CFA 15/FEB/96-1, Government of Chile, new chancery, Lot 11, International Center. Preliminary design. Staff member José Martínez noted that the design for this chancery had been the result of a competition, and then introduced

Herbert Johnson from the State Department to begin the presentation.

Mr. Johnson showed a map of the International Center, commenting there were twenty-two sites, eight with buildings on them and only three not yet leased; he pointed out the Administration Building on the property and Lot 11, the site of the proposed Chilean chancery. Mr. Johnson then introduced James Wright from Hellmuth, Obata & Kassabaum, the American architectural firm responsible for the project.

Mr. Wright said the competition had been won by a Chilean consortium called JBS, and that HOK's mandate had been to preserve the integrity of the original design as much as possible, particularly on the exterior, taking into consideration that it had to be built in this country following U. S. codes. He said that as far as aesthetics was concerned, the concept had been driven by the geography of Chile. He described this briefly, noting the extremely long coastline, the ice-covered Andes, and the water that cascaded down these mountains into the valleys and out to sea.

Mr. Wright showed drawings and a model of the new building, observing that it would reflect some of Chile's geographical character; he noted, too, that the site itself was quite steep and lent itself well to that interpretation. The central plaza area, which would be used for ceremonial occasions, would be located at the high point of the site and have a water cascade and spillway leading to a reflecting pool, symbolic of the water flowing down to the ocean; the pool would be at lowest point of the site, along Van Ness Street. Two four-story towers flanking the plaza would house the main divisions of the chancery: the ambassador and his functions, and the offices of the military attaché. A two-story triangular element between the towers, topped with a roof garden, would house the ambassador to the OAS and his staff. The towers would be connected above the plaza by a glass and steel space-frame roof, with the three functions of the chancery tied together at the basement level, below which would be parking, with access off International Drive. In response to a question from the Vice-Chairman, Mr. Wright said there would be a security fence around the property, as seen elsewhere at the Center, but the precise way of closing off the courtyard at night had not yet been developed.

Mr. Wright said the principal material would be a limestone-colored precast concrete with a special finish. The steel space-frame over the plaza would be white; all other metal framing would be finished in a champagne color. Glass would be thermal, and nominally clear. Mr. Wright showed a nighttime rendering, noting that there would be no spillover

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of light. He said there would be sculpture and decorative tiles in the plaza, but these details had not yet been worked out.

The members were pleased with the concept design and approved it unanimously. Exhibit A

B. Smithsonian Institution

CFA 15/FEB/96-2, National Zoological Park, 3001 Connecticut Avenue, N.W. Grasslands Exhibit: Phase I. Final design. (Previous: CFA 14/DEC/95-1.) After looking briefly at the final design, which had not changed materially since the last review, the members approved it unanimously. Exhibit B

C. Department of the Treasury

1. CFA 15/FEB/96-3, Bureau of Engraving and Printing, 14th and C streets, S.W. Long-range plans, including visitors center and renovation of west terrace. Design development. (Previous: CFA 18/MAY/95-3.) Staff member Jeffrey Carson recalled the previous review and noted the large model in the room which showed the proposed additions clearly. He commented on the security measures proposed for both 14th and 15th streets, saying that the agencies that had put together the Streetscape Manual were developing general standards for security devices, which would be added to the Manual. The BEP's system would conform to these standards and would also be coordinated with the security system being planned by the Holocaust Museum.

Mr. Carson then introduced Lenore Clarke from the Treasury Department. Ms. Clarke said this submission was more in the nature of a progress report and no approvals were sought. She introduced architect Amy Weinstein to make the presentation.

Ms. Weinstein reviewed again the essential dualism of the building--the classicism of the 15th Street facade and the industrial character seen on 14th Street. She said five pieces of "new equipment" would be inserted in the 14th Street courtyards: two screens and a new entrance with a visitors center and core behind it. Using the model, she discussed the screens first. She noted that they would be set back from 14th Street and would not be immediately visible to those traveling along the street; she showed sight-line studies. She said the screens had to be open enough to allow air to pass through, and the one screening the parking lot had to have an opening large enough to drive through; the other one

needed to have a removable center section so that new presses could be brought in. She had developed an open pattern based on a Roman grill for the center with solid sections at the sides which varied somewhat from what she had showed during the previous review. There was a feeling that the solid sections might compete too much with the massiveness of the building facade, and that they might contrast too much with the delicate detailing of the center panels, and Ms. Weinstein was asked to look at the design again.

Ms. Weinstein then turned to a discussion of the visitors center, recalling that it would be structurally separated from the building itself, allowing the visitor to look into the work areas rather than actually walking through them. She described the plan and circulation from the new entrance, through an atrium flanked by two levels of catwalks for viewing, to the core area, containing an auditorium, and into the old 15th Street lobby. As most tour groups would enter from 15th Street, the lobby would be remodeled to provide tour staging and exhibits. Individual tourists and groups coming by Metro would use the new 14th Street entrance. Ms. Weinstein noted that three catwalk levels had been planned originally, but changes had been made and the upper one was no longer needed. She showed a large model of the visitors center structure, pointing out the suspension system and the six supporting double mast columns. The Chairman asked if this structure could be lowered since the upper catwalk had been removed; Ms. Weinstein said it could and she would study it. Mrs. Brody recalled that the Commission had asked for further study of the entrance canopy and asked if that had been done. Ms. Weinstein said it had, and she showed both old and new drawings, pointing out the changes, which included pulling the canopy back and integrating it more with the front edge of the entrance. She noted also a new raised plaza area in front with four light fixtures, where a drop-off area was shown formerly. Mrs. Clark asked if the drop-off had been relocated, and Ms. Weinstein said it would now be on 15th Street, near the bus drop-off.

Landscape architect James Urban was the next to speak. He said he had had to make changes in his plans after the Oklahoma City bombing, to keep vehicles away from the building. He said he had found it difficult to coordinate his plan with other security measures under consideration in the monumental core because of the varying criteria as to what size vehicle and what rate of speed to protect against. He said he did not think there should be a standard design for bollards and other security devices because, when placed every 3 feet for example, the effect would be oppressive. He said he was trying not to use bollards at all, and he showed

drawings of the proposed security wall on 14th Street between the sidewalk and the curb with a perennial garden where the usual planting strip would be. The use of the wall would allow the sidewalk to be raised and thus provide more depth for tree planting. He noted that the style and facing material of the wall would change as it approached the new visitors center, and he pointed out the handicapped access, which he had been able to design without rails. In answer to Mr. Ball's query, he said the wall would be made of poured-in-place concrete.

On 15th Street he showed how he had raised the existing terrace wall to meet increased security standards; pedestals had been added to the top, joined by iron fencing. True bollards were used only at the entrance apron. He then showed site improvement drawings for the annex across 14th Street, noting that there had been only minor changes because no perimeter security was required for this building. There were no objections to the design development and no further questions for Ms. Weinstein or Mr. Urban. Mr. Carson closed the discussion by commenting further on the question of standards for security installations. He said those working on the addition to the Streetscape Manual preferred a generic standard that would allow for variation and for reviews on a case-by-case basis. Mr. Ball agreed, saying that while the 14th Street wall Mr. Urban had planned for this project worked very well there, since it was along a high-speed expressway ramp, he would hate to see it applied indiscriminately throughout the city. Exhibit C

2. CFA 15/FEB/96-4, U. S. Mint, National Community Service silver dollar. Designs. Staff member Sue Kohler introduced this submission, noting that the design had been approved by the Citizens Commemorative Coin Advisory Committee, as well as the sponsoring organization. She passed around copies of the obverse and reverse designs and then introduced Ellen Ganou from the Mint.

Ms. Ganou said the legislation provided for the minting of 500,000 coins and stated that the design was to be emblematic of community service provided by student volunteers. She showed drawings, saying that both obverse and reverse were based on a medal designed by Augustus Saint-Gaudens in 1905 for the Womens' Auxiliary of the Massachusetts Civil Service Reform Association. She said the plans to use an adaptation of this design had been shared with the Augustus Saint-Gaudens Memorial Association. Ms. Ganou said the Mint had gone back to a historical, classical design in an effort to appeal to coin collectors; of the many designs shown to

several focus groups, she said these received the most votes.

Ms. Ganou described the obverse as a symbolic interpretation of Liberty with a book and lamp in her hand, signifying the knowledge and enlightenment that result from community service; the reverse showed a wreath of laurel and the words, "Service for America". Both designs were prepared by Mint engravers; the obverse by Thomas Rogers, the reverse by William Cousins.

Before the designs were discussed, Mrs. Rose expressed her dissatisfaction with not having seen the designs before the meeting. She thought the Mint should have them ready early enough so that they could be sent to the members for their pre-meeting consideration.

There were no objections to the design of the reverse, nor to the obverse in concept. However, there was general agreement that the figure of Liberty needed more study in regard to anatomy and proportion, and the stance needed to be corrected so that she appeared to be standing directly behind the shield, not moving forward. Ms. Ganou was asked to come back with a revised, accurately-drawn version of the obverse design. Exhibit D

3. CFA 15/FEB/96-5, U.S. Mint, Ruth and Billy Graham Congressional gold medal. Designs. Mint representative George Schaffer presented these designs; he said there would be a single gold medal given to the Grahams, and a number of bronze duplicates would be made for sale. The obverse would have a portrait of the Grahams, based on one of several photographs submitted to the Mint. Mr. Schaffer showed designs based on each of these, pointing out the one preferred by the Grahams. The Commission agreed this was by far the best. Mr. Schaffer said the Grahams had one request, which was to move the lettering at the bottom so that it was more balanced in relation to the portraits; there was no objection to this change.

The reverse showed the Ruth and Billy Graham Children's Health Center. Again, there were several versions, and the Grahams had asked to have one rendition of the building combined with the arrangement of lettering at the bottom of another version; Mr. Schaffer said there had not been time to prepare this. The Commission agreed that when this had been done, the new design could be faxed to the members for their comments between meetings, so that the Mint could have the medal ready for Mr. Graham's visit to Washington early in May.

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(Subsequently, each member reviewed the new design and it was unanimously approved; a letter was sent to the Mint. Exhibit E)

D. National Park Service, National Capital Region

CFA 15/FEB/96-6, U. S. Air Force Memorial, Arlington Ridge, Arlington, Virginia. Preliminary design. (Previous: CFA 14/DEC/95-8/) Mrs. Kohler noted the presence of General Robert D. Springer, executive director of the Air Force Memorial Association, architect James Freed of Pei Cobb Freed, and John Parsons from the Park Service. She asked Mr. Parsons to begin the presentation.

Mr. Parsons recalled that the Commission had seen the preliminary design on an informal basis at the December 1995 meeting. He said it had not changed, and he noted that the Planning Commission had given it an enthusiastic reception when it was shown to them informally; he said the Park Service felt the same way. He asked General Springer to comment on the Air Force's reaction.

General Springer said the Air Force Memorial Foundation had always been enthusiastic about the site, and they thought their architect had done an excellent job in preserving its beauty and serenity, at the same time giving them a design that would demonstrate the past, present, and future of the Air Force successfully; he said they were all very pleased. General Springer then turned the presentation over to James Freed.

Mr. Freed first talked about the difficulty of addressing the design of a memorial. Usually, he said, they were approached from some vantage point understood by many people; for example, an Army memorial would occupy land, the Navy would involve water. With the Air Force, air was the medium that came to mind, but it was very hard to grasp, hard to do anything with. Representations of airplanes or rockets had been ruled out by the Air Force, but technology and its importance for the Air Force had been considered an important part of the memorial. He said he had tried out a number of ideas, some of which did not elicit happy reactions from the Air Force--such as a spiral, which evoked thoughts of crashes--and finally decided to do something simple, something that everyone would understand; that was when he came up with the idea of using the five-pointed Air Force star and expressing it vertically, leaving it open at the top to reveal the sky. He said the memorial would be 50 feet high with a diameter of 60 feet, and it had been sited so that it would not interfere

with the Marine Corps Memorial or require removal of the mature trees on the site.

Mr. Freed talked about the symbolism of the star and the multiplicity of images it would elicit--some would see the three-dimensional form as something taking off, others would see it as a tent, etc. There would be a seating surface around the central open space so that visitors could experience the sense of verticality, of erupting into space, and where they could also read inscriptions about the Air Force placed on the inside surfaces of the star. Skylights at this level would illuminate the exhibit areas below, and terraces would allow visitors to take advantage of the views of the Potomac and the Mall. Mr. Freed said the star form would be a metallic construction, and the base would be granite. He also noted that as one approached the memorial there would be a sculptural group depicting the Air Force Honor Guard, with two of the figures carrying flags; this would be a fairly abstract work placed against a wall.

Peter Aaron, from Mr. Freed's firm, talked about the underground exhibit and educational areas. Curved ramps would connect the terrace level with the entrance to these spaces, which would open into a large entrance hall. Below, there would be a central reception area and three exhibit areas dealing with the past, present and future of the Air Force; most of the exhibits would be of the multimedia, informational type.

The Chairman again expressed his enthusiasm for the design. He had one question for Mr. Freed: he hoped that the star form would be sufficiently articulated at the ground plane level so that it would not be interfered with by the curved form of the ramps. Mr. Freed said he recognized the problem, and would look into it further, but he thought the change in material from metal to granite and light to dark would help a great deal. Chairman Brown also asked how the height compared to that of the Marine Corps Memorial; General Springer said the Air Force Memorial would be 50-feet high and the Marine Corps Memorial was 78-feet high. A question was asked about the night lighting; Mr. Aaron said there would be only a glowing effect from the interior lighting.

There were no further questions and the preliminary design was unanimously approved. Exhibit F

E. Department of the Army, U. S. Army Corps of Engineers

1. CFA 15/FEB/96-7, National Cemetery, U. S. Soldiers and Airmens Home, North Capitol Street. Vehicle

storage building. Design. Mr. Carson asked Joseph Bunton, project engineer for Arlington Cemetery, to discuss this submission. Mr. Bunton said the Soldiers and Airmens Home National Cemetery was started in 1861, three years before Arlington. He pointed out the location on an aerial photograph and showed photographs of various other buildings in the cemetery; he then showed drawings of the proposed two-vehicle garage structure, to be built of reddish brick with a slate roof. He noted that the design was similar to the existing buildings. There were no objections to the design, and it was unanimously approved. Exhibit G

2. CFA 15/FEB/96-8, Walter Reed Army Medical Center, Washington, D. C. New guest house facility. Design development. (Previous: CFA 14/DEC/95-3). The Assistant Secretary recalled several previous reviews of this design, saying that at the last meeting further study was recommended for certain aspects of the building and for the edge of the parking lot. He introduced architect Nick Giordano to continue the discussion.

Mr. Giordano said there were three issues outstanding, which he pointed out on a model: the retention of a gable end for the building, the raising of the arched opening into the court yard, and the reconfiguration of the parking lot. In regard to the gable, he said he thought it should stay because it was a typical condition seen on Walter Reed buildings, and because it gave a bit of an accent to an unusually long facade. As for the arch, he showing drawings, noting that it had been increased in height, although only on the north side, and that the glass enclosure had been removed so that the feeling of passing through an open archway was retained.

Engineer James Heltman discussed the changes in the parking lot that had been made to save a large tree. Vice-Chairman Robinson asked how many existing trees would be saved, and he commented on a recently-approved small building for Walter Reed that required cutting down twenty-five mature oak trees.

Mrs. Brody thought the north elevation of the archway was most unfortunate because in looking through, one would see that the arch on the opposite side was lower. The Chairman said that by removing just one more room, the arch could be the same on both sides, and this would certainly be preferable.

The Vice-Chairman said he thought the real issue here was Walter Reed and its building program. He noted several admirable new Neo-Georgian buildings, but also another that

did not replicate the Georgian vernacular and was also successful; he did not think the Georgian style should be forced, and he thought that in the case of the guest house, it would have turned out better if it had been in the modern idiom. He thought the building was too large for its site, but he thought that at this point, the Commission should just approve it and move ahead. There was general agreement with the Vice-Chairman's position, and the design development was approved. Exhibit H

F. Department of the Navy, Chesapeake Division

1. CFA 15/FEB/96-9, Naval Station, Anacostia. Honor Guard Bachelors' Quarters. Three new buildings. Design development. (Previous: CFA 14/DEC/95-6). Staff member José Martínez said the Navy was returning with more information on the master plan for the area in which the new buildings would be constructed, as requested by the Commission at the previous meeting. He noted also that there had been a site inspection just prior to this meeting, and then introduced Gene Washington and William Faught from the Navy. Mr. Faught said he was pleased that the Commission had been able to see the site, and he thought the materials the Navy had brought to the meeting would explain more clearly the context of the barracks. He introduced architect Shalom Baranes to make the presentation.

Mr. Baranes said he would like to show a developed master plan with more detail on it than the Commission had seen previously, and also some minor changes he had made to the buildings. He showed a series of diagrams describing existing conditions--underground utilities and runways, soil, major circulation patterns, areas that could be built on, etc.--and talked about the budget constraints involved in dealing with these conditions. He discussed long-range plans for improving circulation through the site and keeping traffic out of the residential areas. He also talked about his "spine" concept, which would connect a number of future courtyard developments in a campus-like fashion and would be related to the recreational area and park along the waterfront that would be developed as part of the long-range plan; the proposed BEQ would be part of that spine, as he had explained previously. New drawings showed the spine terminating with buildings at each end, as had been suggested by the Commission. He noted that each of the three new buildings had been sited with the expectation that they would have extensions in the future, and he described in detail the siting of all existing and proposed buildings in the area, and the changes planned in the street patterns.

Mr. Baranes then showed revisions that had been made to the design of the BEQ. In response to the Commission's feeling that the long elevation was just too long, he had made some modifications, most noticeably a projecting bay placed near the north end. He showed elevation details, noting that the lintels and double-hung windows would give the building a residential quality, and that the brick would relate to the Georgian structure on the site.

The thorough review of the master plan and the design changes made to the BEQ removed the doubts previously expressed, and both the plan and the new buildings were unanimously approved.

That left the question of additional trees along the top of the dike, a matter that had been discussed during the site inspection. Mrs. Clark, Mrs. Rose, and Mr. Ball all commented that a double row of trees, possibly willows, would help soften the effect, both on the Naval Station side and across the river, from the War College and Hains Point. The Chairman said that as the site was basically flat, additional trees throughout the development would be helpful; he noted the additional trees shown on the plan and thought that it would be a good idea at some point for the Commission to talk with the landscape architect, Michael Vergason. He then commented on the near-slum conditions throughout the Naval Station as compared to the appearance of Bolling Air Force Base next door and hoped that the Navy would take a hard look at the condition of its property. Exhibit I

2. CFA 15/FEB/96-10, Washington Navy Yard, Naval Sea Systems Command Headquarters. Renovation and new construction for relocated facility. Conceptual design. The Assistant Secretary introduced William Faught from the Navy to make this informational presentation. Mr. Faught said this project was part of the recent Base Realignment and Base Closure law and would bring 4,000 jobs to Southeast Washington; the Navy was in the process of developing a budget and design, and he wanted the Commission to see the proposals before they got too far along. He introduced architect Jim Lucky from Smith, Hinchman & Grylls, the project architects.

Mr. Lucky said his proposals would attempt a blending of the old and new, natural and man-made, green and built upon. He said he would like to begin with the waterfront, noting first a paved walk along the water's edge that could continue ultimately to Buzzard's Point. The scale of the walk would be sufficient to accommodate large groups of people, anticipating the development of the Southeast Federal Center, and would allow them to participate visually in the green

spaces to the north and the water to the south. Naval artifacts would be placed along the way for added interest. Mr. Lucky noted also that the axes of the piers would be extended inward to allow for tour bus parking and an opening up of views. An informal line of trees would symbolize the edge of the Anacostia River as it extended formerly into part of the Navy Yard.

Mr. Lucky showed a photograph of the Yard taken from South Capitol Street Bridge, noting that it appeared as a collage of simple orthogonal brick and concrete structures. He said it was the last remaining industrial district in Washington, and it was that character that he wanted to reinforce and preserve. He showed photos of the old buildings, pointing out the low, 19th century brick structures with gabled, slate roofs, and segmentally-arched, double-hung windows, and the large, early 20th century concrete buildings with industrial sash and brick sills. The old buildings would be renovated for office use, and new office buildings would be erected, mediating in form and style between the 19th-and 20th-century types. He showed plans, pointing out the location of the new construction, including a 1500-car parking garage, noting also that amenities for the public--dining and sports facilities, a Post Office--would be part of the development. There was a discussion about improved pedestrian circulation throughout the Yard with the Chairman and Mr. Ball, with the Commission urging that the tight, urban character and narrow streets be preserved as much as possible.

The Chairman thanked Mr. Lucky for his presentation; as it was for information only, no action was taken. Exhibit J

G. General Services Administration

1. CFA 15/FEB/96-11, Department of the Interior Headquarters Building, 1849 C Street, N.W. Exterior renovation and alterations for new fire stair exits. Design. Mr. Carson introduced James Stanford from GSA to begin the presentation. Mr. Stanford said this was one of several modernization projects GSA was undertaking for public buildings in Washington under its care; the goal was to bring the buildings up to current codes and address accessibility, fire, and life safety standards. He said the architectural firm of Shalom Baranes & Associates would be doing the work at the Department of the Interior, and introduced project manager Gerald Tritscher.

Mr. Tritscher said one of the major problems with the building was the lack of fire exits for each of the twelve wings. Fire stairs would be added for each wing, and a new

exit created on the exterior, using existing windows. In certain places the stairs would be extended up to the roof, and in the case of the auditorium, the stair design would of necessity be different from the others. He showed drawings of the proposed exits, noting the different conditions as the grade changed, and of the exterior changes to accommodate the stairs; he also showed sight-line studies, pointing out that the stair additions would be only minimally visible from the street. All new exterior work would be faced with limestone to match the original building.

Mr. Tritscher said there would also be other alterations; he showed drawings of handicap ramps for the C and E Street entrances, discussing the way they had been integrated into the design and also talking about the materials. Vice-Chairman Robinson suggested that he look at the design for the new ramps approved for the Federal Triangle buildings. Lastly, Mr. Tritscher said the exterior stone and ornamental metal would be cleaned, and the wood window sash restored or replaced.

The members were pleased with the way the alterations respected the original architecture, and they were unanimously approved. Exhibit K

2. CFA 15/FEB/96-12, GSA Draft Environmental Impact Statement. Central and West heating plants: staff report. Mr. Carson reported that GSA had asked the Commission to comment on this draft environmental impact statement, and he said that, with the Commission's approval, the staff report, which had been circulated to the members previously, would be sent to GSA as the Commission's critique. He showed aerial photographs, pointing out the location of the two plants: the Central Heating Plant at 13th and C streets, N.W., designed by Paul Cret in 1931, and the West (Georgetown) Heating Plant at 29th and K streets, N.W., designed by William Dewey Foster in 1940.

Mr. Carson said the EIS had been generated by new National Ambient Air Quality Standards that dictated improved air quality from various heating plants. He noted that both the plants in question had been designed to operate without stacks, and as GSA's guidelines limited improved air quality options to those using proven, demonstrated technologies, and no exploration of new engineering technology could be considered, the solution proposed was to build very tall stacks on both plants to take the pollutants higher up into the air. He said the information given in the EIS regarding the actual heights was seriously flawed because topographical considerations were not taken into account. He gave several

examples cited in the staff report. The discussion of the various pollutants and their rates of emission was also confusing and contradictory. Again, he referred to the staff report. Exhibit L

Mr. Carson then read from the minutes of a 1916 Commission meeting, during which a proposed power plant was discussed, to be located close to the site of the present Central plant, but farther downhill; the stacks would have been 188-feet high. The Commission disapproved the plant because the stacks would be highly conspicuous from the most important points in Washington--all the major monuments and the Mall. Mr. Carson noted that, taking topography into consideration, these stacks would have been 68 feet lower than those proposed by GSA today. He concluded by urging the Commission to back the staff critique and forward it to the various agencies involved.

Mr. Ball asked if the GSA report had been done in-house or by a consultant; Mr. Carson said it was the work of several consultants. The Chairman thought a copy of the staff critique should be sent to former Commission member Robert Peck, who at this time was Commissioner of GSA's Public Buildings Service. Mrs. Brody asked if the Commission would have to review the stacks in case the proposal went ahead; Mr. Carson said it would.

The Chairman asked if there was any member of the public who would like to comment. Colonel Richard Brown, Chairman of the Utilities Committee of the Citizens Association of Georgetown, asked to read the Association's resolution regarding the West Heating Plant. It said, in part:

The smoke stack would be objectionable on aesthetic grounds inasmuch as it would be an unsightly intrusion of no architectural merit into the visual and cultural fabric of the Georgetown Historic District.

The association opposes this construction on the premises of the West Heating Plant which would create a permanent structural blemish on the Georgetown horizon without eliminating the environmental problem it was intended to alleviate.

Additionally, the Association endorses Option Five of the ten options given for operating this plant. This option requires no construction at the Georgetown location and puts the plant on a stand-by basis. With pollution being a continuing factor, we advocate and urge GSA to install the most advanced equipment and to use the most effective anti-pollution chemicals in order to minimize, if not eliminate, the pollution from the plant.

15 February 1996

Page 15

The Chairman thanked Colonel Brown. It was unanimously agreed that the Commission would accept the staff report, urge that it be utilized to maximum effect, and that a copy of the transmittal letter be sent to Robert Peck, Commissioner of Public Buildings; the Citizens Association of Georgetown resolution was also accepted as aligning itself with the staff report. Exhibit L-1

H. U. S. Postal Service

CFA 15/FEB/96-13, "Postal Square" (former City Post Office), 1st Street and Massachusetts Avenue, N.W. Alterations for restaurant. Design. Mr. Carson noted that the building was designed by the Commission's first chairman, Daniel Burnham, in conjunction with Union Station, and that it occupied a very prominent position in the nation's capital. He said this submission was for modifications to the terrace along Massachusetts Avenue for restaurant use, and introduced architect Steve von Storch.

Mr. von Storch said the problem had been to connect the indoor restaurant space to the terrace with the least possible intrusion and damage to the historic building. He said his solution had been to create a lightweight steel stair at two locations, something that could be put away during the winter months, like the chairs, tables and umbrellas. The stair would be covered with a canvas awning and would spring from the terrace up to the existing windows; the window sash would be removed and stored, and the opening filled by steel and glass doors.

Questions were asked about the character of the awning, and Mr. Carson suggested that as the building once had awnings on this facade, the traditional type might be returned to the restaurant windows, perhaps with a logo on the valance; this idea received a favorable reaction. The Chairman thought French doors would look better than the ones shown, which had a horizontal transom. There was further discussion of ways to make the stairs less conspicuous, and the Chairman said he thought a site inspection was necessary. He thought it might be possible just to cut out some stone and make a normal opening without doing any real damage to the building.

It was agreed by all that there should be a site inspection before any action was taken. Exhibit M

(Mrs. Brody left the meeting at this point.)

I. District of Columbia Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

Appendix I. The Appendix was approved without objection.

2. Old Georgetown Act

a. O.G. 96-16, 1545 Wisconsin Avenue, N.W. Chevy Chase Bank. New building. Conceptual. Mr. Martínez said this would be a new building on the site of an old gas station, at the corner of Wisconsin Avenue and Q Street, N.W. He said the Georgetown Board had reviewed the design and their report had been circulated to the Commission members. He read the report, which noted that the building would be Federal in style, having the appearance of two stories from the exterior, but in reality providing a one-story interior. The material would be rose brick with cast stone trim. The report also noted that several existing curb cuts would be replaced with trees and would introduce a traditional urban building pattern along Wisconsin Avenue in place of the current asphalt parking surface.

Mr. Martínez said the architects were Leo A. Daly, and that Bruce Sanford from that firm was present to show drawings and answer questions; he said the Georgetown Board had had some comments on the design, and these were reflected in the drawings. The members were pleased with the design, and had only a few questions for Mr. Sanford regarding details; one suggestion was made: that the parapet have a return so that it did not look like a stage set. Mrs. Clark asked about the color of the dome and was told it would be terne metal. The concept design was then unanimously approved. Exhibit N

The meeting was adjourned at 3:23 p.m.

Signed,



Charles H. Atherton
Secretary

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EXHIBIT A

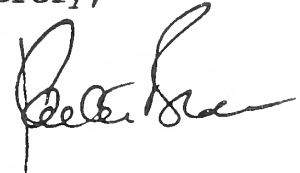
28 February 1996

Dear Mr. Johnson:

The Commission was delighted to meet with you on 15 February 1996 to review the designs for the Chancery of Chile to be located on Lot 11 of the International Center. The design by JBS Associates and HOK Architects was unanimously approved. We welcome this most appropriate addition to the Center.

We look forward to the design development and the review of working drawings in the near future.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Carter Brown", with a stylized, flowing script.

J. Carter Brown
Chairman

Mr. Herbert W. Johnson
Project Manager
International Center
United States Department of State
Washington D.C. 20520

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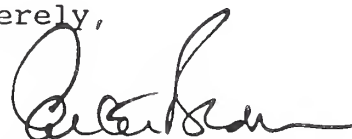
EXHIBIT B

28 February 1996

Dear Dr. Robinson:

The Commission reaffirmed its approval of the National Zoo's Grasslands and comfort station projects during its meeting on 15 February 1996. We look forward to seeing these improvements in place as well as working with you in subsequent phases.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written in a cursive style.

J. Carter Brown
Chairman

Dr. Michael H. Robinson, Director
National Zoological Park
Smithsonian Institution
Washington, D.C. 20008-2598

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EXHIBIT C

28 February 1996

Dear Ms. Clarke:

The Commission was pleased to meet with you, architect Amy Weinstein, and landscape architect Jim Urban on 15 February 1996 to discuss the developing design for the renovation of and additions to the landmark Bureau of Engraving and Printing. The members are wholly supportive of the scope of the project and pleased by the sophisticated and sympathetic design response.

As one of the most popular tourist attractions in the Capital, the appropriateness of the program is clear. Current conditions are markedly substandard, functionally as well as aesthetically. The plan as developed by the architect alleviates the worst of the security and circulation problems, while providing a gracious public entrance on 14th Street to complement the monumental entrance approach on 15th Street. The program consolidates duplicated functions, provides public shelter in a distinguished environment and separates the vital function of the facility without diminishing the public experience. This achievement, in light of the elegance of the design itself, is to be commended.

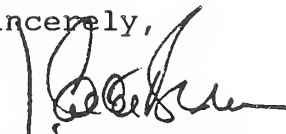
With respect to the design, as you know, several minor questions were raised, mostly to nudge a good design toward something even better. Of these questions, one concerned the suspension system for the new visitors' center roof; it is hoped that (as a result of changes in public circulation) this structure can be reduced in height. A second question, more of an observation, centered on the screening devices which might also benefit from continued study.

Page 2
Ms. Clarke

Lastly, the Commission is pleased by the efforts of the landscape architect to develop a peripheral security system that provides for the needs of the building without being obvious. This is a difficult problem facing all government and public installations especially in the "high profile" areas of the city. When dealing with the streetscape, the ideal is to provide a system that is uniform and identifies the federal precinct. This is easy enough when the subject concerns curbs, sidewalks and street lights. However, security needs which must be addressed at the street (at least in part) often differ from building to building. In this respect, the Commission is willing to consider security measures on a case-by-case basis, keeping the broader framework of the federal area firmly in mind.

The Commission looks forward to a final review of this important project in the near future. Meanwhile, the staff is available should any questions arise.

Sincerely,



J. Carter Brown
Chairman

Lenore L. Clarke
Project Director
Southwest Gateway
Bureau of Engraving and Printing
Department of the Treasury
Washington, D.C. 20228

cc. Amy Weinstein, Jim Urban

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EXHIBIT D

28 February 1996

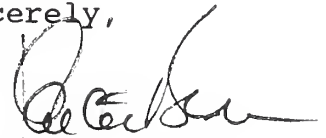
Dear Mr. Diehl:

At its meeting on 15 February the Commission of Fine Arts reviewed designs for the National Community Service Commemorative Silver Dollar.

The obverse design was approved in concept, but further study of the figure was requested to make it anatomically correct and improve the proportion. The reverse design was approved as shown.

The Commission will be meeting again on 14 March, and we will happy to look at a revised obverse at that time.

Sincerely,



J. Carter Brown
Chairman

The Honorable Philip N. Diehl, Director
United States Mint
633 3rd Street, N.W.
Washington, D. C. 20220

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EXHIBIT E

28 February 1996

Dear Mr. Diehl:

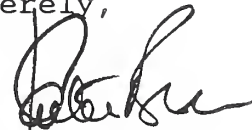
At its meeting on 15 February the Commission of Fine Arts reviewed designs for the Ruth and Billy Graham Congressional Gold Medal.

The Commission agreed with the Grahams that the portrait design for the obverse, labeled F, was by far the best of those submitted; it was approved, and we think it will make a handsome medal. There were no objections to moving the inscription to a balanced position beneath the portraits.

For the reverse, there was agreement that the sketch of the Health Center labeled BB could be combined with an exergue similar to that shown on reverse design DD, as was suggested by the Mint representative. The building should be looked at again, however, to be sure it is depicted accurately.

When the revised reverse design is ready, the staff will be happy to fax it to the members for their comments.

Sincerely,



J. Carter Brown
Chairman

The Honorable Philip N. Diehl, Director
United States Mint
633 3rd Street, N.W.
Washington, D. C. 20220

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EXHIBIT F

26 February 1996

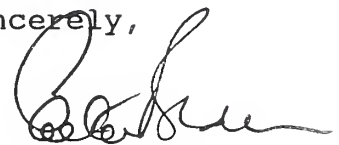
Dear Mr. Stanton:

At its meeting on 15 February the Commission of Fine Arts reviewed a concept design for the Air Force Memorial, as presented by architect James Freed.

I am happy to tell you that the design was enthusiastically approved. With the symbolism of the Air Force star expressed in its form, the focus on the sky, reference to aircraft technology, and successful integration of the visitor information component, it has all the qualifications for a great memorial. From an urban design point of view, we feel that its placement on the site and the sensitive relationship to the other nearby memorials and views from the Mall could not be better.

We congratulate all those involved with this undertaking and look forward to further review as the design develops.

Sincerely,



J. Carter Brown
Chairman

Robert G. Stanton, Field Director
National Park Service, National Capital Area
1100 Ohio Drive, S.W.
Washington, D. C. 20242

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EXHIBIT G

28 February 1996

Dear Mr. Metzler:

During its meeting 15 February 1996, the Commission reviewed and approved the design for a two-bay, brick, "vehicle storage building" for National Cemetery at the U.S. Soldiers and Airmens Home in Washington.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Carter Brown', with a long horizontal flourish extending to the right.

J. Carter Brown
Chairman

John C. Metzler, Jr.
Superintendent
Arlington National Cemetery
Arlington, Virginia 22211

c. Robert E. Daniel

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EXHIBIT H

28 February 1996

Dear Mr. Cheung:

The Commission gave final approval to the design for the Walter Reed Guest House at its 15 February 1996 meeting. As a final suggestion; the two-story passageway arch facing the courtyard would enhance the parking lot side as well. Noting the response by the architects to our suggestions and efforts to protect existing trees, the final review will be inspection of an on-site material sample as construction begins.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Carter Brown', with a large, sweeping flourish extending upwards and to the right.

J. Carter Brown
Chairman

Kisuk Cheung, P.E.
Chief, Engineering Division
Directorate of Military Programs
U.S. Army Corps of Engineers
Washington, D.C. 20314-1000

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EXHIBIT I

28 February 1996

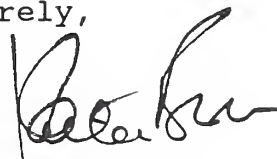
Dear Mr. Earle:

At its meeting 15 February 1996 the Commission met with Mr. Gene Washington and architect Shalom Baranes to review the supplemental information relating to the master plan for the immediate area of the proposed Honor Guard Bachelor Quarters complex at the Bolling Anacostia Naval Station. In view of this additional information and the modifications to the design to minimize the apparent scale of the residential structure and give it a sense of terminus at the north end, the members approved the proposed concept drawings.

This is the right opportunity to consider the landscape treatment of the waterfront and the protective berm between the river and the site. A double row of trees, if possible, would be an excellent addition to the project.

We look forward to the review of the landscape plan and the building designs as they develop.

Sincerely,



J. Carter Brown
Chairman

Mr. Lawrence P. Earle
Department of the Navy
Engineering Field Activity Chesapeake
Washington Navy Yard, Building 212
901 M Street, S.E.
Washington, D.C. 20374-5018

cc: William Faught
Shalom Baranes

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28 February 1996

EXHIBIT J

Dear Mr. Faught:

Thank you for taking the time to give the Commission an early briefing on the exciting changes proposed for the Naval Sea Systems Command at the Washington Navy Yard. After a morning tour with Mr. Gene Washington, and a later presentation by Mr. Jim Lucky, we believe your efforts are moving in the right direction. We look forward to reviewing specific parts of the project as they develop.

This Commission has long endorsed preservation of the historic structures at the Navy Yard. Well designed adaptive use of some of the industrial structures remains a key element. That commendably is a strong part of your current plan as is providing structured parking. Protecting the urban density, as represented in some of the narrow right-angled streets between historic and/or industrial structures, is a further enhancement. The conceptual landscape design for a waterfront park area shows much imagination and promise as well. As a final note, we shall be reviewing current planning efforts on the GSA side of the "Navy Yard" with an eye toward integrating visual elements along the waterfront and M Street. Signs, lights, paving, and pedestrian amenities will also require coordination if the Navy Yard and the Southeast Center are to live up to their full potential.

Sincerely,



J. Carter Brown
Chairman

Mr. William Faught
Department of the Navy
Engineering Field Activity Chesapeake
Washington Navy Yard, Building 212
901 M Street, S.E.
Washington, D.C. 20374-5018

cc: Frank Miles GSA

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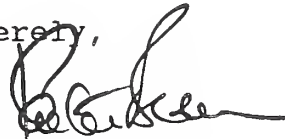
EXHIBIT K

28 February 1996

Dear Ms. Eastman:

The Commission met with James Stanford, of GSA, and Gerald Tritscler, from the Shalom Baranes office, on 15 February 1996 to review proposed modernization of the Department of Interior Building. The Commission is happy to approve the accessibility and egress changes to this 1935 building, noting that a consistent palette of materials, such as bronze, will be detailed into all new work in an effort to give some sense of consistency with the original design. Attention to the revised landscaping for the new entrances would be a final area for coordination. We will be happy to work with you as things move forward.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Carter Brown', with a stylized flourish at the end.

J. Carter Brown
Chairman

Ms. Linda Eastman, Director
Portfolio Management
General Services Administration
National Capital Region
Washington, D.C. 204407

PROPOSED AIR QUALITY IMPROVEMENT PROJECT
CENTRAL AND WEST HEATING PLANTS
Washington, D.C.

DRAFT ENVIRONMENTAL IMPACT STATEMENT: GSA

CRITIQUE

U.S. COMMISSION OF FINE ARTS

15 February 1996

The Draft EIS appears to be flawed in its analysis and seriously misleading in its visual presentations.

The project originated with the need to meet the National Ambient Air Quality Standards (NAAQS). These standards, although incomplete in themselves, are intended to provide acceptable maximum limits of harmful emissions. There are two levels of interest: long-term emissions and short-term. With respect to heating plants in general, the primary emissions considered are sulfur dioxide (SO₂), carbon monoxide (CO), particulates, and NO_x which can be either nitric oxide (NO) or nitrogen dioxide (NO₂), both poisonous. The fuels considered are natural gas, oil (K-1, No.2, and No.6), and coal.

The Central and West heating plants pose two problems. The first is perceived to be generic: a monofuel system, in particular gas, cannot be guaranteed without incurring significant cost adjustments for purchase. With gas, the "uninterrupted" provision jumps the purchase price for each British Thermal Unit (MMBtu) from \$3.60 to \$7.53. As a result, with modifications, GSA wishes to retain the current multifuel capability of its power plants. The second problem is what the Environmental Protection Agency (EPA) terms the "cavity effect". This is a situation specific to urban

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power plants whereby neighboring buildings of corresponding height to the power facility generate a downwash phenomenon (or downdraft) which prevents adequate dispersal of emissions into the atmosphere and away from pedestrians in the immediate vicinity.

It is the cavity effect that has prompted GSA to consider the installation of stacks for both power plants. As such, the EPA stipulates that stacks should be roughly 2.5 times the height of the plants in question. In the case of the Central Heating Plant the stack would measure 226 feet high from grade. To put this figure in proper perspective, the tallest tower of the Smithsonian Castle two blocks away measures only 95 feet.

The above establishes the ground work, the playing field.

The Draft EIS obliquely states that the best single fuel would be natural gas. If an uninterrupted flow of gas could be guaranteed then stacks would not be necessary. Gas produces negligible SO₂ and no particulate emissions. It is presumed that CO emissions can be treated with catalytic converters posing little problem. NO_x can be reduced, although not entirely omitted, with the installation of the Nalco Fuel Tech System of burners and chemicals. Under this scenario, the conversion of the power plants would be less expensive than building stacks. However, to guarantee the flow of uninterrupted gas, the cost of annual operations would increase by at least 90% over any other fuel or combination thereof. At a glance, this cost factor would seem to guarantee the incorporation of the stacks proposed.

In considering modified multifuel systems, a number of

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consultants were retained to provide the grist for the Draft EIS. Among these consultants was Trinity Consultants, Inc., who provided the air quality dispersion modeling. All the systems would use natural gas as a primary fuel, with either a specified grade of oil or both oil and coal provided as back-up.

With oil, the problem of SO₂ arises as well as NO_x. Coal, of course, produces everything including particulates (bottom and fly ash). In weighing the lesser of these various evils, concerns arise.

The General Summary produces in Table 2 (page 7) a simple breakdown of the five fuels, their respective costs and the various levels of emissions produced by each. In this table certain specific data was omitted on two of the oil products, K-1 and No.6. In addition, the definition for NO_x was given as nitrous oxide. Nitrous oxide is an anesthetic known commonly as "laughing gas". In this instance, it is presumed that NO_x is supposed to mean either nitric oxide and/or nitrogen dioxide, both poisonous.

While the latter concern is unlikely to be a problem, the omission of toxic models for certain emissions is more serious. In the same vein, footnote 12 in the Summary - Operations Impacts (page 20) seems to disregard the emission rates on two of its back-up fuels, K-1 oil and No.2 oil, as shown in Table 2. The footnote states that more K-1 can be used on an hourly rate in compliance with short-term NAAQS than No.2. This is difficult to understand in light of the fact that Table 2 indicates K-1 produces considerably more SO₂ than No.2 oil. Unfortunately, though

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information is provided on the remaining three emission criteria for No.2 oil, it was omitted for K-1, which makes a fair comparison difficult.

The "short-term" implications (the rate of emissions during certain peak hours on cold days) leads to another problem in the Draft EIS. Although the NAAQS provides short-term limits for SO₂, it does not specify short-term limits for NO₂ which, of the two, may be the more critical. (Note Summary EIS, page 14.) This lack of "guidance" is disturbing because the peak short-term emissions is the primary engine pulling the argument favoring stacks. The subject of NO_x emissions is cloudy at best. It appears that NO_x consists of several compounds, including in part nitric oxide (NO) and nitrogen dioxide (NO₂), both poisonous. The actual percent of NO and NO₂ in the NO_x emissions is "assumed" rather than established. (See "Note", Draft EIS, Appendix 10.5, Executive Summary, page 21.) To some extent, this undermines the argument for stacks.

In considering the use of coal as a second back-up fuel, there are several critical factors. While it is true that both power plants currently burn coal, coal emissions, including particulates, are enormous. In fact, the only factor in its favor is that coal costs less per MMBtu than any other fuel. Nevertheless, aside from gases, the particulate emission factor (bottom and fly ash) has not received the attention it deserves. With respect to bottom ash, the current use of coal produces 4,900 tons of ash yearly which must be disposed. Because of the nature of ash, the "soil" is

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unstable (liquid) as well as toxic. The original District dumping sites are closed. The ash is currently shipped out of the city to neighboring states that may not always be so receptive. The options favoring coal calculate that as much as 35.8% coal (in a multifuel capability system) may be used, generating 3,500 tons of ash per year. This waste production may not be a tenable environmental option for the long run. It may be wise not to consider coal as an option at all.

The remaining point to consider focusses on the aesthetic merits of the air quality improvements proposed for the Central and West heating plants. As an aside, though not so stated, in addition to NCPC and the District government, the Commission of Fine Arts will also require review of any proposal that affects the exterior of either power plant. With that in mind, the report states that the proposed "stacks would have relatively little impact" because of other existing stacks, towers and spires in the city. It specifically argues that the West Terrace of the Capitol would be "unaffected", omitting the photomontage "proof" provided for other selected views. This is quite an assertion given that the Central Heating Plant is roughly two blocks from the Mall. Its stack, at 226 feet, would dwarf the Smithsonian Castle's tallest tower at 95 feet. In addition, it seems ludicrous to compare an industrial chimney spewing visible vapor 100 to 200 feet into the air with such civic decorations as the Old Post Office clock tower.

Nevertheless, the most egregious problem, one that was acknowledged deep in the body of the text of the Draft EIS, is the

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fact that the graphics, including drawings and photomontages, are seriously wrong. The error is a difference of 31 feet in the height of the stacks, making the proposal, especially for the Central Heating Plant, conveniently far less objectionable than would be the case in reality. The egregiousness of the situation is not the fact that such an error was made, but that so significant a part of the Draft EIS argument should have been retained. The entire Draft EIS should be pulled for corrections to the visuals and likely modifications to the verbal assessment.

In conclusion, no doubt certain "improvements" to the power plants are inevitable in order to comply with the existing NAAQS, as far as they go. In addition, a monofuel system (natural gas) does appear to be out of the question for economic reasons, whereas, given the information provided, a dual-system of natural gas and No.2 oil seems reasonable. However, it is not clear that stacks of the height recommended by the EPA are absolutely necessary.

One of the significant criteria provided as a guideline for developing options for the air quality improvement project was that it "use demonstrated, proven technology". (Summary, page 4.) If a principle objective is to protect the heart of the Nation's Capital from questionable aesthetic intrusions, then this guideline in its current form must be questioned.

The most obvious omission in the Draft EIS is in fact how a stack works. Is it basically a passive emission route? The question of stacks revolves around the downwash phenomenon. To

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overcome the downwash effect, either stacks of sufficient height are built or an active expulsion system is utilized. In brief, would it be possible to provide a viable emission system that incorporates low stacks provided with turbine exhaust fans? The fans might have sound baffles and would only be in use during those short periods when emissions exceed acceptable short-term levels established under the NAAQS. With respect to the information contained in the Draft EIS, it is unknown whether or not this "modification" is standard. In any event, it should be understood that the stacks in their current guise would be a detriment to the Federal Interest Area and therefore unacceptable.

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

EXHIBIT L-1

28 February 1996

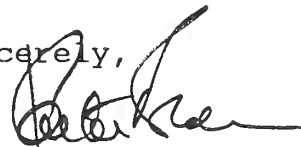
Dear Mr. Sherman:

During its meeting of 15 February 1996, the Commission discussed and approved the attached critique written by our staff concerning the Draft Environmental Impact Statement for the proposed Air Quality Improvement Project for the Central and West Heating Plants here in Washington. A copy of this statement has been forwarded to Frank Thomas within the Portfolio Management Division of your office.

After studying the material and noting the serious objections raised by the Citizens Association of Georgetown to the addition of a stack at the West Heating Plant, we have concluded that the report as a whole is seriously misleading in its visual presentation and may be flawed in its analysis as well. In brief, avoidance of the excessive height proposed for both stacks will be our primary concern. It may be that a more imaginative engineering approach than provided in the Draft EIS will be required in order to safeguard the functional and aesthetic interests of the Nation's Capital.

The staff is available should you have any questions.

Sincerely,



J. Carter Brown
Chairman

Thomas M Sherman
Acting Regional Administrator
General Services Administration
National Capital Region
Washington, D.C. 20407

c. Reginald Griffith, NCPC

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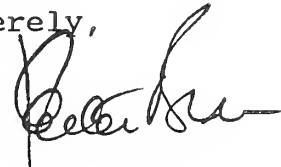
EXHIBIT M

Dear Mr. Wamsley:

During its meeting of 15 February 1996, the Commission reviewed and approved, in theory, changes to the terrace overlooking Massachusetts Avenue at "Postal Square", the former City Post Office off Union Station Plaza. The members are delighted by the concept of a lively restaurant at this location. Nevertheless, with respect to the design presented, sufficient questions were raised that a site inspection is warranted. To the point, the asymmetrically placed (movable) stairs and awnings seem arbitrary in the context of a monumental symmetrical facade. There are alternatives worth exploring.

Meanwhile, in order to assess the project clearly, the Commission will be available to inspect the site by its next scheduled meeting on 14 March. Please contact the staff to work out the logistics.

Sincerely,



J. Carter Brown
Chairman

Dennis E. Wamsley, Manager
Asset Management
U.S. Postal Service
475 L'Enfant Plaza, S.W.
Washington, D.C. 20260-6433

c. Louis Williams - Hines Interest

15 February 1996

AGENDA ITEM EXHIBIT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 96-16	1545 Wisconsin Avenue, N.W.	New building
HPA. 96-36	Chevy Chase Bank	- conceptual

ACTION: No objection to concept design for new building for Chevy Chase Bank as shown in supplemental drawings received and dated 12 February 1996. Submit working drawings and material samples for review when ready.
